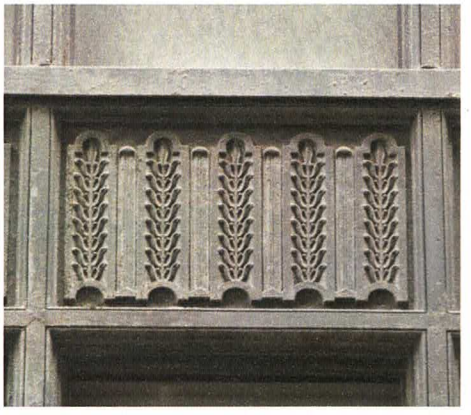
PRELIMINARY SUMMARY OF INFORMATION

SUBMITTED TO THE COMMISSION ON CHICAGO LANDMARKS IN NOVEMBER, 2019



CHICAGO & NORTH WESTERN RAILWAY OFFICE BUILDING

226 WEST JACKSON BOULEVARD

CITY OF CHICAGO
Lori E. Lightfoot, Mayor

Department of Planning and Development
Maurice D. Cox, Commissioner

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Chicago & North Western Railway Office Building

226 West Jackson Boulevard

Built: 1905

Architects: Frost & Granger

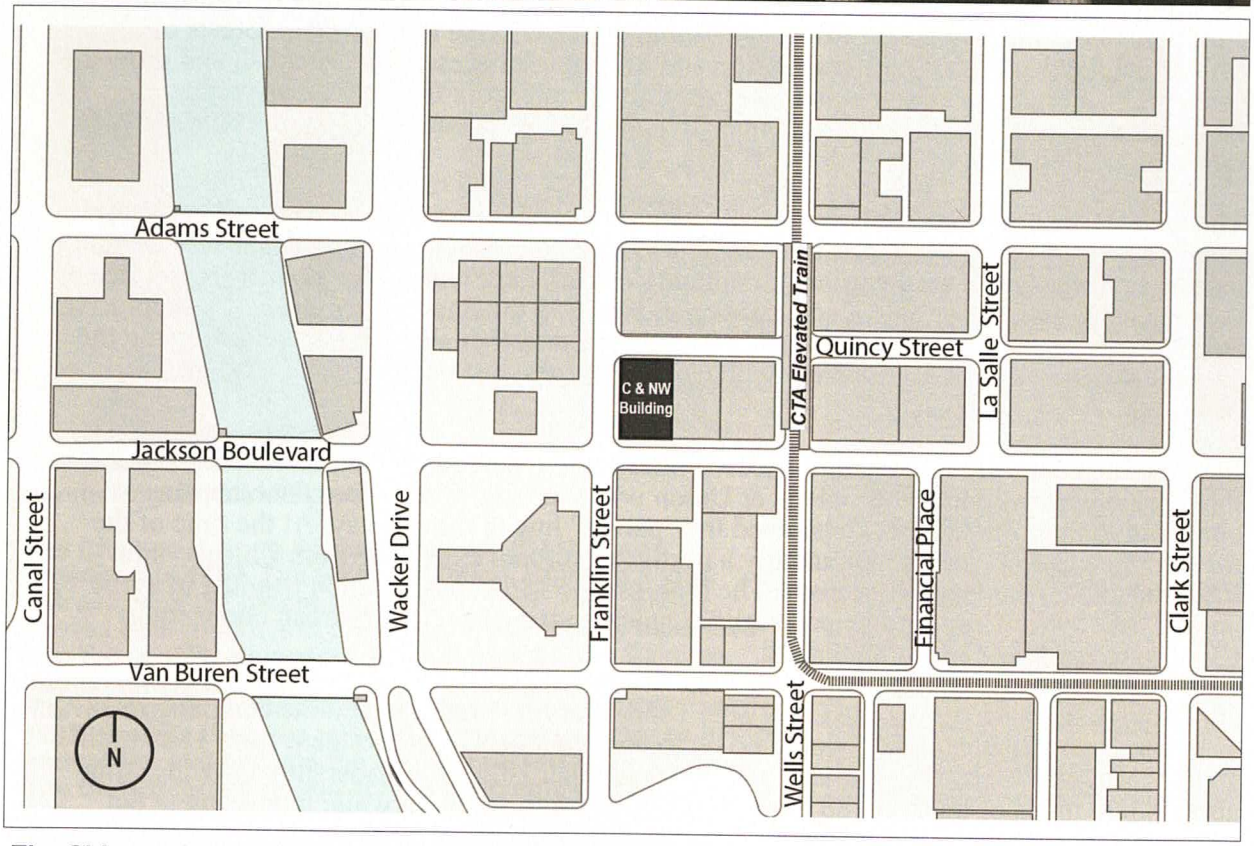
The Chicago & North Western Railway Office Building at 226 West Jackson Boulevard was designed by the Chicago firm of Frost and Granger and completed in 1905. The fourteen-story Classical Revival-style building served as the headquarters for the Chicago & North Western Railway (C&NW) Company until 1929. The C&NW railroad was the most extensive rail line in the Midwest, expanding during the early 1900s from 5,000 miles of track to over 10,000 miles in seven states. The C&NW railroad directly linked Chicago with other regions of commerce and facilitated the exchange of goods and people, significantly contributing to the economic growth and commercial vitality of Chicago. As the company's headquarters, the C&NW Building was essential to the successful operation of the railroad during the early twentieth century, and reflects the significant role that railroads played in the development of the city.

In addition to its important role in Chicago's economic heritage, the C&NW Railway Office Building is an excellent example of the Classical Revival style in the Loop. The high-rise headquarters building is clad with light-grey granite and reflects the tripartite division of a Classical column with a base, shaft, and capital divided by ornate projecting belt courses. Its entrance is highlighted by two large fluted granite Doric columns. The formal elegance and ancient Greek origins of the headquarters' architectural style, designed by the significant Chicago firm of Frost and Granger, communicated the stability and prominence of the railroad company.

The C&NW Railway Office Building is exemplary of Frost and Granger's important body of work in the city. Charles Frost and Alfred Granger, both graduates of the Massachusetts Institute of Technology, formed their partnership in Chicago in 1898 and established an important role in Chicago's architectural history through their designs for numerous railroad buildings, many of which were for the C&NW, and other notable commercial and civic buildings and residences in the city.

Main south and west elevations of the Chicago & North Western Railway Office Building. The granite-clad fourteen-story building was completed in 1905 and designed by the Chicago firm of Frost and Granger.

Below: Window detail on south elevation above main Jackson Boulevard entrance.



The Chicago & North Western Railway Office Building is located at 226 West Jackson Boulevard. The building is at the northeast corner of W. Jackson Boulevard and S. Franklin Street.

HISTORY OF THE CHICAGO & NORTH WESTERN RAILWAY

The network of railroads within and radiating out from Chicago played a primary role in the city's dramatic development in the nineteenth and early twentieth centuries into a vibrant metropolis and economic powerhouse. Chicago was favorably located between the financial markets of the East and the expanding western frontier, and became a significant railroad hub of the country. The C&NW, originating in Chicago, was the Midwest's largest railroad in the early twentieth century and extended across multiple states, facilitating the long-distance transfer of freight as well as passengers. The C&NW established Chicago as a dominant supply and receiving market, and in turn the city's manufacturing and industrial enterprises thrived and its physical infrastructure and population dramatically expanded.

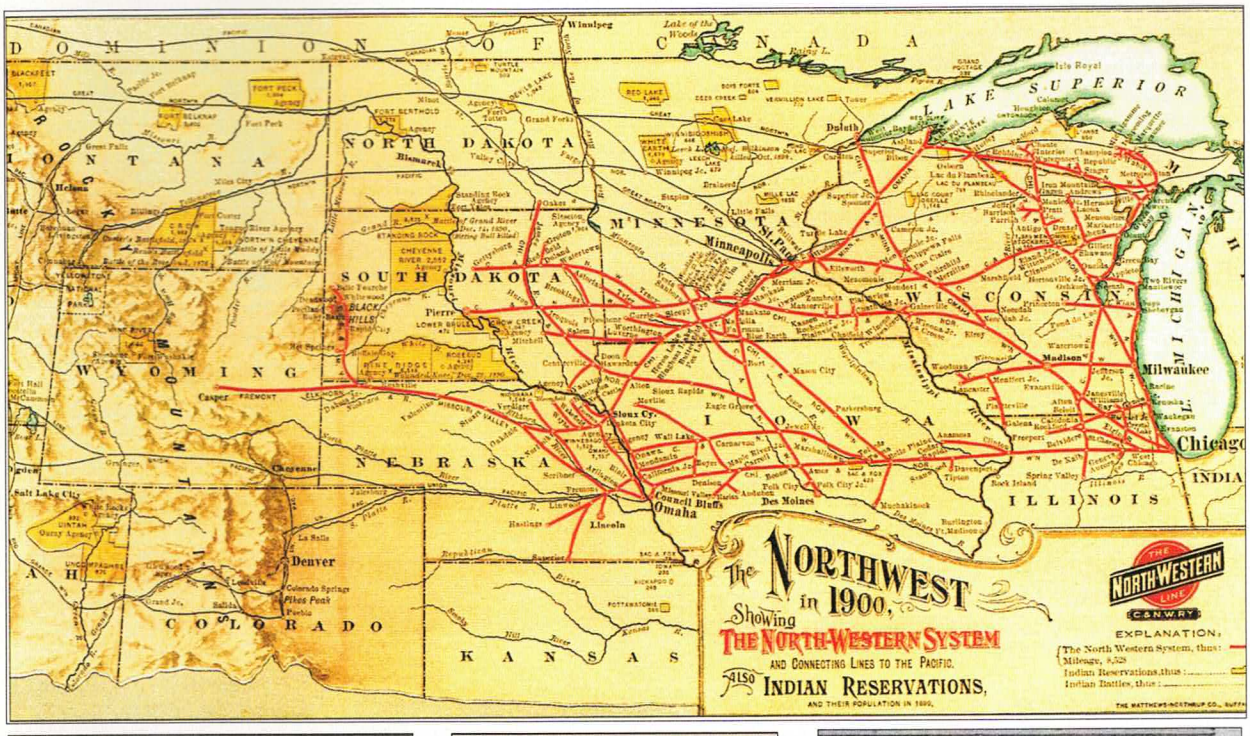
By 1860, railroad technology allowed manufacturers to be less reliant on the Chicago River to ship goods. Mills, packinghouses, and factories left the downtown area while remaining connected to markets and blue-collar workers via the rail lines. As the city grew, more white-collar jobs were established in the ever-rising buildings of Chicago's downtown. In addition to long-distance hauling of freight and passengers, the C&NW served as an important intraurban transportation network, allowing workers to live in new suburban communities such as Rogers Park, Evanston, and Waukegan and commute into the city. Local and regional commuters and cross-country travelers passed through the terminals of the C&NW to embark on journeys made shorter than ever before due to the expansion of the railroad.

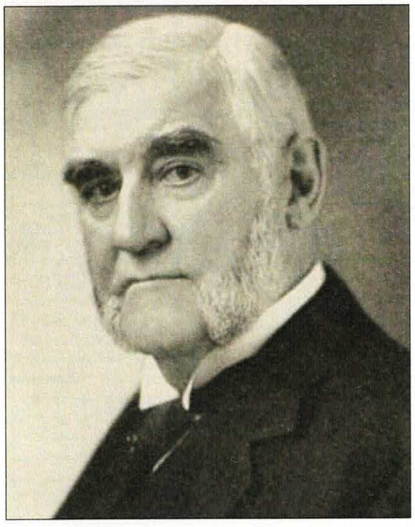
The C&NW was organized on June 7, 1859, from the merger of several smaller Illinois and Wisconsin rail lines. The C&NW was created due to the efforts of Chicago businessman William Butler Ogden, who envisioned a great railroad linking Chicago to the Midwest's commercial markets, spanning from the farmlands of Nebraska to the timber forests of Minnesota. Ogden possessed the ambition and experience necessary to establish and grow the C&NW; his previous endeavors included serving as Chicago's first mayor, as well as facilitating the capital and political connections to get the Galena & Union, the city's first railroad, running in 1848.

The Galena & Union was chartered in 1836, but its construction was delayed by insufficient financing. Once operation began in 1848, it provided both freight and passenger service, and in its earliest form linked the bedroom community of Oak Park with Chicago. In 1850 service on the Galena & Union was extended to Elgin, and in 1855 the line reached the Mississippi River at Fulton, Illinois. In 1862, the Galena & Union leased two smaller Iowa lines traversing the entire state, thereby linking Chicago with Council Bluffs, just on the east side of Omaha, Nebraska.

In 1864, the Galena & Union and its leased lines were absorbed by the C&NW, under the direction of Ogden. Since the Galena & Union was chartered well before the other lines constituting the C&NW, it is considered the "parent" line of the railway. At the time of the merger, the C&NW was predominantly a northern railroad, extending from Chicago into Kenosha and Green Bay, Wisconsin. The high-profile 1864 consolidation resulted in a true "north" and "west" line, and helped realize Ogden's vision of a vast railroad connecting Chicago to the Midwestern hinterland.

William Ogden retired from the C&NW in 1868. Marvin Hughitt joined the company in 1872 as general superintendent, and would go on to lead the C&NW as president from 1887 until 1910. The C&NW greatly expanded and profited under Hughitt's leadership, growing from about 4,000 miles of track in 1887 to over 7,000 miles in 1910, all while increasing in net income. It was during this era, in 1905, that the C&NW built its headquarters and primary administrative building, designed by the firm of Frost and Granger, at 226 West Jackson Boulevard in Chicago's Loop.





Marvin Hughitt, C&NW president

THE NORTH-WESTERN LINE
Station, Wells & Kinzie sts
Ticket Office, 212 Clark St
Tel., Central 721.
THE BEST OF EVERYTHING.
Chair, Parlor, Buffet Parlor and Dining Cars and Sleepers.
3.00 AM FAST MAIL. For River points, Ashland Escanaba, Marquette, Copper Country.
3.00 AM FAST MAIL. Beloit, Janesville, Madison, La Crosse, Winona, Minnesota and South Dakota. Coaches only.
9.00 AM BADGER STATE EX. Beloit, Janesville, Madison, La Crosse, Winona, Minnesota, Dakota, St. Paul, Minneapolis.
9.00 AM GREEN BAY EXPRESS. For River points, Green Bay.
10.00 AM COLORADO SPECIAL. One night to Denver. Fast time to Portland and San Francisco. Daylight Omaha, Cedar Rapids, Des Moines.
11.30 AM WISCONSIN MAIL. For River points, Green Lake, Green Bay.
3.00 PM WISCONSIN SPECIAL. For River points, Green Bay, Marinette, Menominee.
5.00 PM ASHLAND LIMITED. For River points, Ashland, Northern Wisconsin.
5.30 PM IOWA EX. Clinton, Cedar Rapids, Des Moines, Council Bluffs, Omaha.
6.30 PM NORTH-WESTERN LIMITED. Madison, Eau Claire, St. Paul, Minneapolis
6.30 PM OVERLAND LIMITED. California in Three Days. All points on Union Pacific, Omaha, Salt Lake City, Portland, San Francisco, Los Angeles.
7.30 PM IOWA AND DAKOTA EX. Cedar Rapids, Sioux City, Mason City, Northern Iowa and South Dakota.
8.00 PM PENINSULA EXPRESS. For River points, Green Bay, Ishpeming, Marquette, Copper Country.
10.00 PM DULUTH AND ST. PAUL FAST MAIL. Janesville, Madison, Eau Claire, St. Paul, Minneapolis, Duluth.
10.15 PM NIGHT EXPRESS. Janesville, Madison, Eau Claire, Winona, LaCrosse, Dakotas, St. Paul, Minneapolis.
10.30 PM PACIFIC EX. Mason City, Omaha, Black Hills, Denver, Salt Lake, San Francisco, Los Angeles, Portland.
10.30 PM IRON RANGE EXPRESS. For River points, Green Lake, Green Bay, Menominee, Iron Mountain, Florence, Hurley, Crystal Falls.
MILWAUKEE EXPRESS TRAINS.
8.00 a. m., 7.00 a. m., 9.00 a. m., 11.30 a. m., 2.00 p. m., 5.00 p. m., 6.00 p. m., 8.00 p. m., 10.30 p. m.

The Chicago & North Western Railway (C&NW) was organized in 1859. The Galena & Union, Chicago's first railroad, was the parent line of the C&NW. The C&NW carried both freight and passengers, and rapidly expanded into Wisconsin, Minnesota, Iowa, Nebraska, the Dakotas, and Wyoming by 1900 (top map). Under the leadership of Marvin Hughitt (bottom left), president of the C&NW from 1887 through 1910, the railroad continued to increase in size and profits and became the largest railroad in the Midwest. The C&NW carried goods across the country, allowing Chicago's industries to thrive and turning the city into an economic powerhouse. Passengers used the C&NW to commute within the city and its suburbs as well as to travel across the developing nation (bottom, center and right).

Sources: (Top) Tom Murray, *Chicago & North Western Railway*; (Bottom, L-R) Robert Casey, *Pioneer Railroad*, Chicago Encyclopedia, *Chicago Tribune*, May 4, 1901.

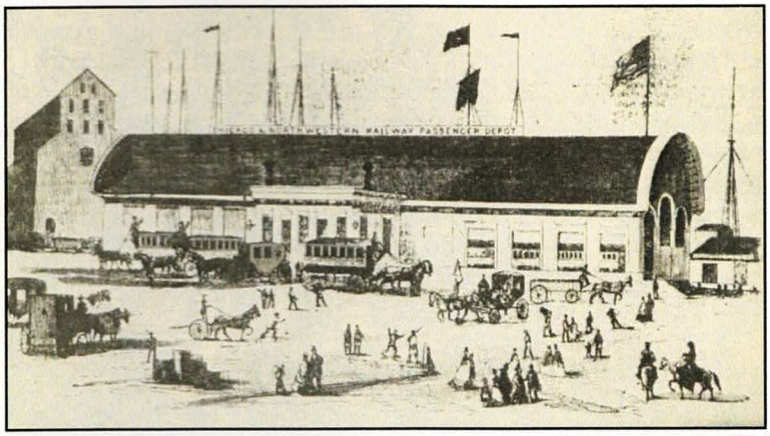
The C&NW maintained several passenger stations in Chicago. The wood frame Kinzie Street Depot was constructed in 1856 and located just north of Kinzie Street on the west bank of the Chicago River's north branch. By 1880, the Kinzie Street Depot was overcrowded and a new terminal, the Wells Street Station, was constructed in 1881. The red brick Queen Anne style depot was designed by W.W. Boyington and sat on the present-day site of the Merchandise Mart. The C&NW continued to expand, and in 1911 Frost and Granger designed a new large passenger terminal for the company to replace the Wells Street Station. The new C&NW Terminal was located about five blocks northwest of the C&NW Railway Office Building on the west side of the south branch of the Chicago River, and extended from Madison Street north to the intersection of Clinton Street and Milwaukee Avenue. The C&NW Terminal's powerhouse is the only surviving portion of the building, and it was designated a Chicago Landmark in 2005.

The C&NW dramatically expanded in the late nineteenth and early twentieth centuries and was the largest regional railroad in the Midwest. While other railroads existed in Chicago, such as the Chicago, Burlington & Quincy and the Chicago, Milwaukee & St. Paul, the C&NW carried the most passenger and freight traffic and played a significant role in the economic vitality and growth of Chicago.

THE WEST LOOP – LASALLE STREET AREA

Historically, Chicago's downtown developed as a dense concentration of the city's central functions all within less than one square mile. This area was concentrated by natural and manmade boundaries, such as the Chicago River to the north and west, Lake Michigan to the east, and rail yards to the south. Downtown's boundaries were additionally defined by public

By 1902, the Chicago & North Western Railway had several smaller stations and lines connecting to its terminal in Chicago's downtown, allowing workers living in the suburbs to commute into the city with ease. Source: ***1902 Birds-Eye Map, Library of Congress.***



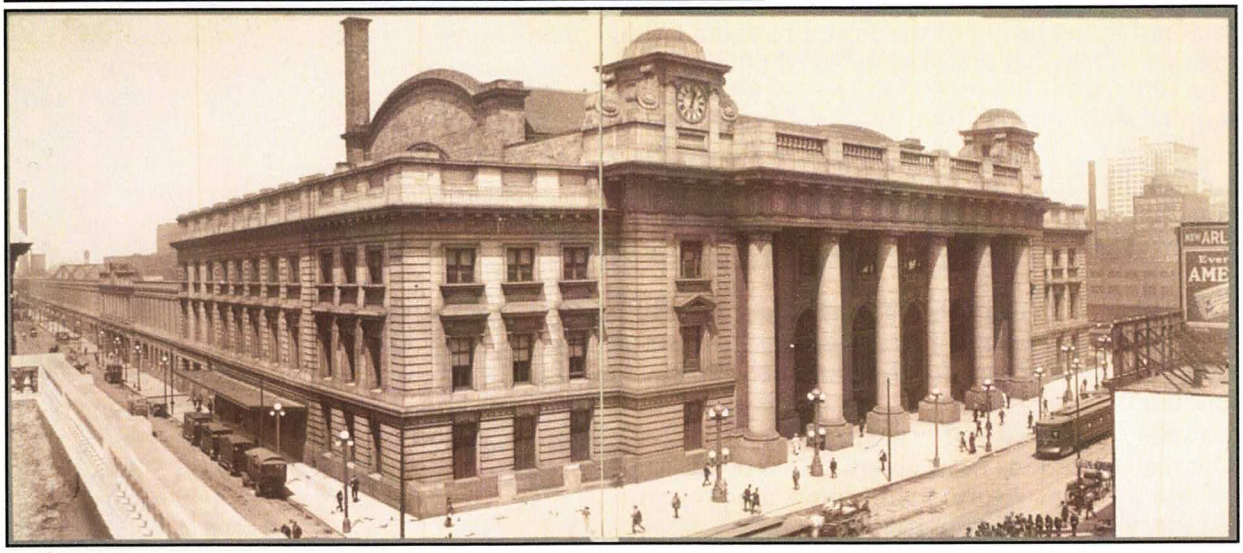
(Left) The C&NW's wood-frame Kinzie Street Depot was constructed in 1856 and located on the west bank of the Chicago River's north branch.

Source: Robert Casey, *Pioneer Railroad*

(Left) The C&NW's red brick Queen Anne-style Wells Street Station was constructed in 1881 as the railway's main passenger terminal. It was designed by W.W. Boyington and sat on the present-day site of the Merchandise Mart.

By 1904, the C&NW carried over 21 million passengers across the country and 11 million commuters in the city and surrounding suburbs.

Source: *Beinecke Rare Book & Manuscript Library, Yale University.*



(Above) In 1911, architects Frost and Granger designed an expansive new terminal for the C&NW. It was located on the west side of the Chicago River's south branch and extended from Madison Street north to Clinton Street and Milwaukee Avenue. The C&NW's powerhouse is the only surviving portion of the terminal and was designated a Chicago Landmark in 2005.

Source: *Library of Congress*

transportation. First cable cars, then streetcars, and then the elevated rail system beginning in 1897 formed a loop around the downtown area that connected the city's commercial heart with transit lines that radiated into outlying residential districts. The resulting "Loop" was a concentration of commercial buildings that continued to grow vertically in the early twentieth century, with portions of the area becoming specialized with concentrations of similar businesses. State Street developed as the city's primary retail street, the south bank of the Chicago River was established as a wholesale retail district, entertainment venues concentrated along Randolph Street, LaSalle Street attracted the financial and insurance industries, and the western edge of the Loop, where the C&NW Railway Building was constructed in 1905, was favored by manufacturing companies and professional offices.

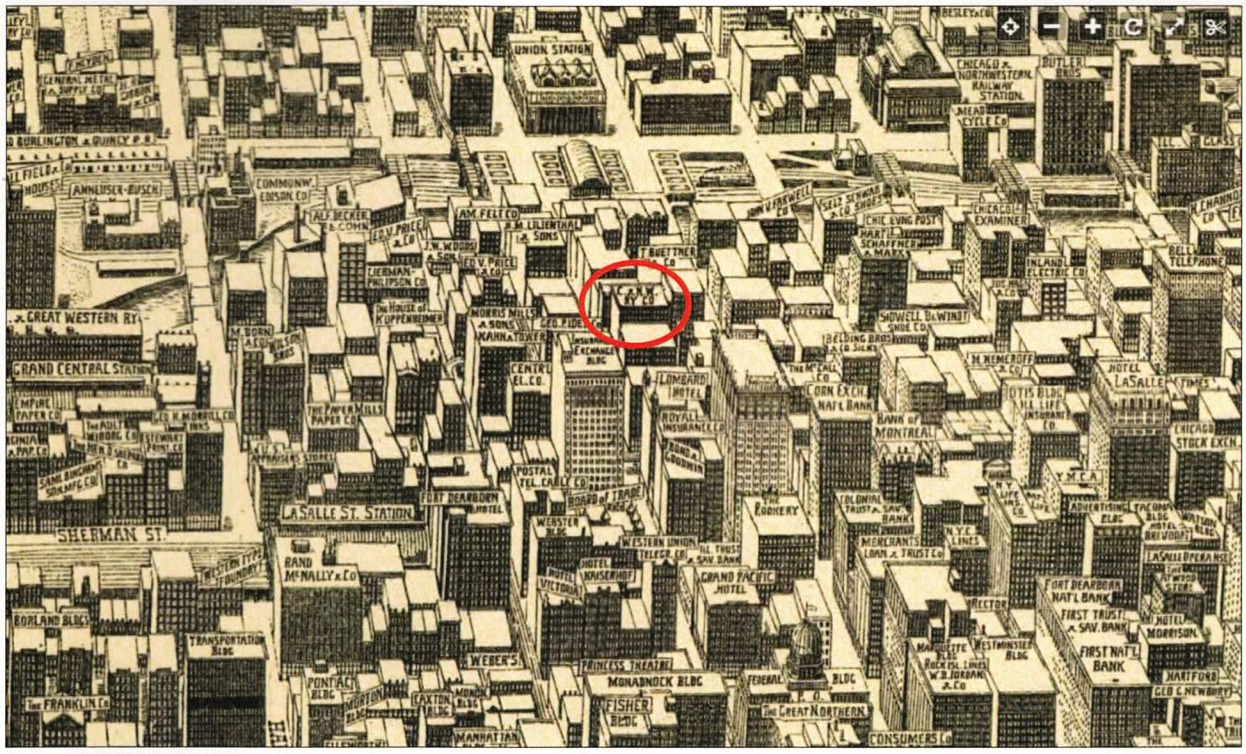
During the 1880s, the West Loop area developed with new skyscrapers designed for specific functions. Along LaSalle Street, several banks, financial services, and insurance companies built professional offices. Architect William W. Boyington's Board of Trade building of 1885 (demolished) was completed on Jackson Street at the southern end of LaSalle Street and formed the heart of the city's financial district. During the same period, Franklin Street was developed with new manufacturing buildings and commercial warehouses. The area near the C&NW Railway's headquarters was also home to the Chicago, Rock Island, and Pacific Railroad's LaSalle Street passenger terminal (southeast corner of Van Buren Street and Sherman Place, demolished) and the headquarters of the Chicago, Burlington & Quincy Railroad (northeast corner of Franklin and Adams streets, demolished).

HISTORY AND DESIGN OF THE CHICAGO & NORTH WESTERN RAILWAY OFFICE BUILDING

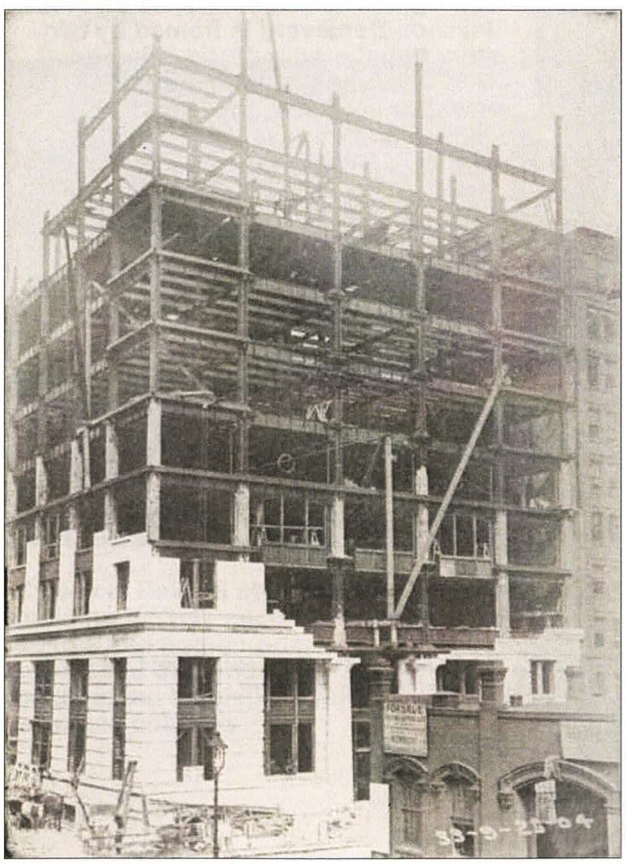
In 1904, the C&NW Railway carried over 21 million passengers across the country and 11 million commuters in the city and surrounding suburbs, in addition to large amounts of freight nationwide. The C&NW's extensive operations necessitated the construction of a large headquarters from which the company's administration could be conducted.
The chosen site for the new headquarters was in the Loop, east of the south branch of the Chicago River, at the northeast corner of West Jackson Boulevard and South Franklin Street. C&NW president Marvin Hughitt hired the Chicago architectural firm of Frost and Granger to design the building. At the time, Charles Frost was Hughitt's son-in-law; while this likely factored in the hiring of the firm, Frost and Granger had strong design merits to stand on outside of familial ties. The selected builder was the prominent George A. Fuller Company. The Fuller Company, established in 1882, was one of the country's first general contractors and built several of Chicago's prominent skyscrapers, including the Rookery Building (1888, Burnham and Root) and the Monadnock Building (1891, Burnham and Root; 1893, Holabird and Roche). By the time they were hired for the C&NW Railway Building, the company had constructed skyscrapers from Chicago to New York City, Boston, and Philadelphia and had contributed to the construction for the World's Columbian Exposition of 1893.

Construction on the C&NW Railway Office Building began in 1904 and was completed in 1905. Frost and Granger designed the fourteen-story office building in the Classical Revival style. The steel frame building has a rectilinear footprint with a light court on the east side, lending the upper floors a C-shaped layout. The main (south and west) façades, facing West Jackson Boulevard and Franklin Street, are clad with an elegantly-honed, light-grey granite. The rear elevations have cream-toned brick cladding with terra cotta trim. The main façades exhibit a tripartite form that mimics the proportions of a Classical capital with a two-story base, ten-story shaft, and two-story capital.

The two-story base features rusticated granite blocks which emphasize the building's structure and solidity. The primary entrance on West Jackson Boulevard is recessed and framed by two-story fluted granite Doric columns. A dentiled stone belt course at the second story marks the



The C&NW built its headquarters in the West Loop of Chicago, at the northeast corner of W. Jackson Boulevard and S. Franklin Street, in 1905. The dense commercial area was favored by manufacturing companies and professional offices. Source: *1916 Birds-Eye Map, Library of Congress.*



The Chicago & North Western Railway Office Building, completed in 1905, was designed by Frost and Granger and built by the George A. Fuller Company.

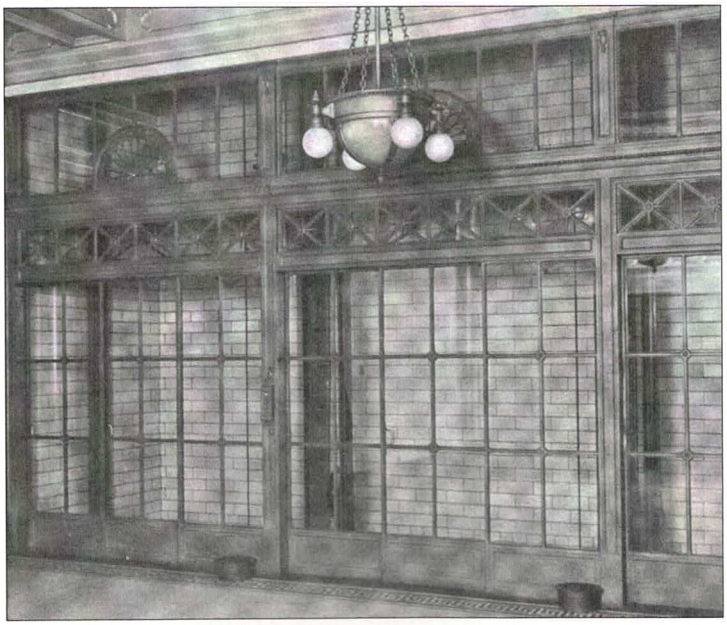
The photo at left was taken in 1905 during the construction of the building. It shows the internal streel frame system being erected, while the building's granite cladding and cast iron window frames and spandrels are being applied to the lower floors. The building's twin granite entrance columns are visible at the base of the building.

Source: *Newberry Library.*

No. 83 D. Sebastian, Publisher, Chicago Ill. Made in Germany.
CHICAGO AND NORTHWESTERN R. R. GENERAL OFFICES BLDG.
JACKSON BOULEVARD AND FRANKLIN STR. CHICAGO ILL.

***Left*: 1910s, postcard view. Frost and Granger designed the C&NW Railway Office Building in the Classical Revival style. The building features a tripartite form that mimics a Classical capital with a two-story base, ten-story shaft, and two-story capital.**

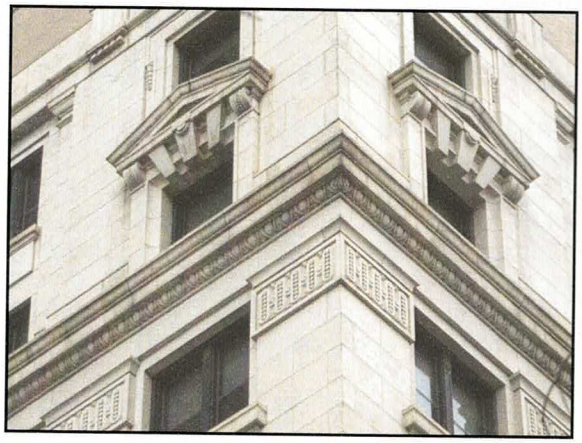
***Top right*: The main entrance on West Jackson Boulevard is framed by two-story fluted granite Doric columns. This image shows the original entrance configuration with a pedimented doorway and flanking windows. These were later removed.**



***Left*: Windows throughout the building feature cast-iron mullions and spandrel panels with geometric ornamentation created by the Winslow Brothers Company, one of Chicago's leading manufacturers of decorative metalwork. The Winslow Brothers also created cast-iron interior features for the building such as the lobby elevator doors in this circa 1905 photo from the Winslow Brothers company 1910 catalog.**

Source: *Ryerson and Burnham Libraries, Art Institute of Chicago*

The south and west façades are clad with a light-grey granite (*top left*), and the rear with cream-toned brick (*top right*).



Classical Revival style details throughout the building include decorative string courses with dentils and egg-and-dart motifs, keystones composed of scrolls with triglyphs and guttae, pedimented lintels, and fluted Doric order entrance columns.

beginning of the ten-story shaft, which is clad with smooth ashlar granite. The third and fourth floors have segmental-arch double-height windows with scrolled keystones and an egg-and-dart belt course. The inner triplet windows above are recessed and framed by seven-story granite piers. Windows throughout the building feature cast-iron mullions and spandrel panels with geometric ornamentation created by the Winslow Brothers Company, one of Chicago's leading manufacturers of decorative metalwork. The smaller outer windows are framed with granite blocks, vertically emphasizing the corners of the building. The building predominately has one-over-one fixed replacement windows. An egg-and-dart belt course divides the shaft and the two -story capital. The outer windows of the capital feature prominent stone pedimented lintels. Overall, the architectural details of the C&NW Railway Building represent the Classical Revival style.

The Classical Revival style, rooted in ancient Greek design tenets, communicated the stability and prominence of the C&NW Railway. The building was fully occupied by the company and served as its headquarters by housing all administrative offices, large company vaults, and conference rooms. It also contained a ticket office from which customers could purchase fares. The C&NW Company occupied the entire building at 226 West Jackson Boulevard until 1929.

THE CLASSICAL REVIVAL STYLE

The C&NW Office Building is a fine example of Frost and Granger's use of the Classical Revival style within the framework of the commercial, steel framed skyscraper. The adaptation of Classical architectural forms to modern building types was especially popular by the early twentieth century. The grandiose Classicism and monumental scale of the "White City" displayed at the 1893 World's Columbian Exposition proved profoundly influential, and helped to usher in the City Beautiful Movement in America. The Classical Revival and its Beaux Arts influences arrived in Chicago at a time when the Chicago School was dominant; it was a style that attempted to omit unnecessary ornament in favor of expressing pure structural form. This functional style was later celebrated by modern architects of the twentieth century.

The Exposition's sprawling Classical-inspired structures arranged around landscaped gardens and lagoons contrasted with the many open and airy, steel framed skyscrapers of the Chicago School that were at the time being built in the city's downtown. These buildings represented the most modern and up-to-date forms, with all the latest technologies and improved interior lighting through the use of large Chicago-style windows and interior light courts. At the same time, their modernity emphasized a degree of simplicity and took their form from their own internal structure rather than from established historical precedent. The 1891 book *Industrial Chicago* expressed concern for the loss of ornament in the design of commercial buildings.

> *Commercial architecture is the just title to be applied to the great, airy buildings of the present... The style is a monument to the advance of Chicago in commerce and commercial greatness and to the prevailing penchant of casting out art when it interferes with the useful. It is a commanding style without being venerable, and after straining necks and eyes to catch a glimpse of the cornice and count the number of floors, the height, proportion and capacity are all that afford delight.*

Despite the desirable features afforded by this new commercial style, there remained a desire for the proper proportions and applied ornamental elements found in earlier architectural styles. Classical forms thus experienced a revival, aided by historicist architects like Burnham and Root and Frost and Granger, and remained an important visual element of the American built environment through the early twentieth century.

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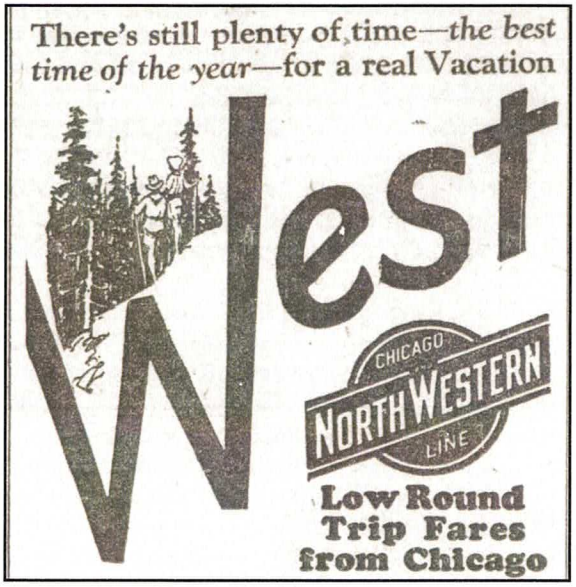
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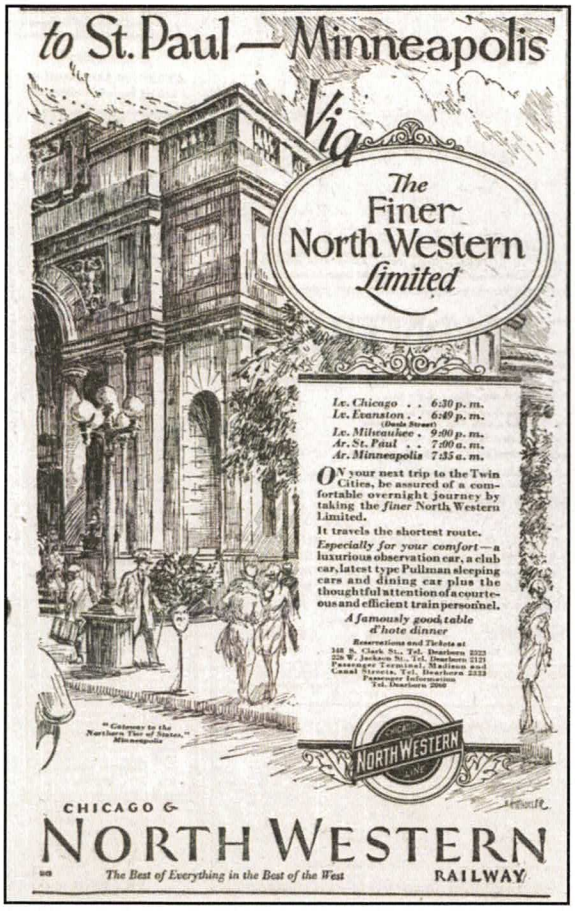
to St. Paul—Minneapolis
Via
The Finer North Western Limited
Lv. Chicago . . 6:30 p. m.
Lv. Evanston . . 6:49 p. m.
(Davis Street)
Lv. Milwaukee . 9:00 p. m.
Ar. St. Paul . . 7:00 a. m.
Ar. Minneapolis 7:35 a. m.
On your next trip to the Twin Cities, be assured of a comfortable overnight journey by taking the finer North Western Limited.
It travels the shortest route.
Especially for your comfort—a luxurious observation car, a club car, latest type Pullman sleeping cars and dining car plus the thoughtful attention of a courteous and efficient train personnel.
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Passenger Information
Tel. Dearborn 2060
"Gateway to the Northern Tier of States," Minneapolis
CHICAGO & NORTH WESTERN RAILWAY
The Best of Everything in the Best of the West

The C&NW Railway Office Building contained a public ticket office in addition to its administrative offices, company vaults, and conference rooms. Advertisements in the *Chicago Tribune* invited would-be vacationers to purchase a ticket on the North Western line and "golf in the cool north woods of Wisconsin" or ride a "fast special all-steel coach train" to St. Paul-Minneapolis.

Source: ***Chicago Tribune, 1926-1928***

The Classical tradition in architecture and design is one of the oldest and most significant traditions in Western civilization, influential from its origins in the Greek city-states of the fifth century B.C. through the present day. The architecture of ancient Greek temples and sacred buildings was widely admired by other Mediterranean cultures, including ancient Rome, which incorporated Greek Classical architectural forms and details in its buildings throughout its empire encompassing regions as far flung as Britain, North Africa, Spain, and Persia. The effort to keep Classical architecture as a living architectural tradition continued throughout the centuries. Such architecture was an important part of the Italian Renaissance, when architects sought to revive Classicism through a melding of ancient Roman Classical forms with contemporary building types, including palaces and churches.

After the Renaissance, the Classical tradition endured as a source and inspiration in art and architecture through the Baroque era of the seventeenth century, the Rococo and Neoclassical periods of the eighteenth and early nineteenth centuries, and the Greek Revival, Renaissance Revival and Classical Revival periods of the nineteenth and early-twentieth centuries in America, and the Postmodern period in the late-twentieth century. In its longevity, Classicism is unmatched by any other architectural style. Classical design is regarded as a significant aspect of Western civilization, and buildings intend-ed to house important cultural, economic, or social institutions, whether public or private, often utilized Classical forms and ornament as part of their designs. By the early 1900s, the Classical style was increasingly adapted to a wide variety of building types, including university buildings, railroad stations, hotels, museums, and libraries, that developed as densely-populated cities grew through industrialization and migration.

The popularity of Classical design was further perpetuated through the late nineteenth century in architecture schools in both Europe and America, where increasing numbers of architects in training were learning the profession. The most prominent schools, including the Ecole des Beaux Arts in Paris and the Massachusetts Institute of Technology in Cambridge, Massachusetts, taught students how to design complex modem buildings while cloaking them in historic architectural styles.

ARCHITECTS FROST AND GRANGER

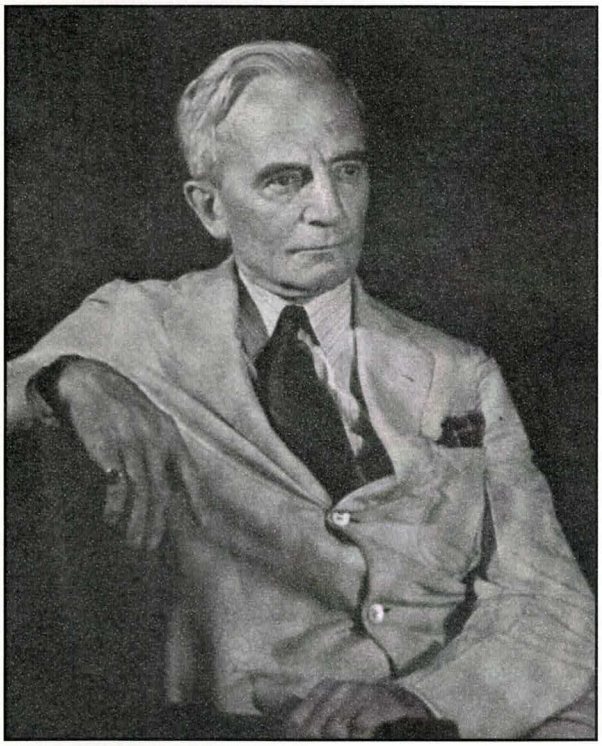
The C&NW Railway Office Building was designed by the Chicago architectural firm of Frost and Granger, which was well known for designing railroad office buildings, stations, and terminals for various railroad companies. One of the firm's most important clients was the C&NW, an early president of which, Marvin H. Hughitt, was architect Charles Frost's father-in -law. Projects for the C&NW included not only the office block at 226 West Jackson Boulevard, but also several rail stations and depots such as the demolished C&NW Terminal (1911, Madison Street between Canal and Clinton Streets). Brothers-in-law **Charles Sumner Frost (1856-1931)** and **Alfred Hoyt Granger (1867-1939)** founded the firm in 1898 and began designing passenger stations for the C&NW.

Both architects studied at the Massachusetts Institute of Technology (MIT), a pioneering architectural school in the late nineteenth century. Frost graduated in 1876 and Granger in 1887. Prior to moving to Chicago in 1882, Frost worked for the notable Boston architectural firm of Peabody and Stearns. In Chicago, he partnered with architect Henry Ives Cobb under the name of Cobb and Frost, which became known for designing the residences of many of Chicago's fashionable elite, including the castle-like home of Potter Palmer (1885, 1500 North Lake Shore Drive, demolished). The firm also designed the homes of significant institutions, including the Newberry Library in 1887 (60 W. Walton, a designated Chicago Landmark). Cobb and Frost dissolved their partnership in 1889. Frost continued to practice independently and designed many residences across Chicago.

Although Frost was well known for his residential architecture, he became established as a "railroad architect" following his marriage in 1885 to Mary Hughitt, daughter of C&NW president Marvin Hughitt. Hughitt helped guide Frost toward railroad buildings. One of Frost's first designs, completed with Cobb, was for the Union Depot in Leavenworth, Kansas, in 1888 (201 S. Main Street, extant). Hughitt commissioned Frost to design several buildings for both him and the C&NW, including the C&NW Railway Station in Milwaukee in 1889 and Hughitt's own Chicago residence on Indiana Avenue near 30th Street, also built in 1889 (both buildings have been demolished). Other buildings designed by Frost for the C&NW during the early 1890s included stations and depots for towns and cities scattered across Illinois and Wisconsin.

The younger Granger studied architecture at the Ecole des Beaux Arts in Paris after graduating from MIT. He then entered the significant Boston firm of Shepley, Rutan, and Coolidge, which sent him to Chicago in the 1890s to supervise the construction of what is now the Allerton Wing of the Art Institute of Chicago (1893, 111 S. Michigan Ave., contributing to the Historic Michigan Boulevard Chicago Landmark District) and the city's new Chicago Public Library, now the Chicago Cultural Center (1892-1897, 78 E. Washington, a designated Chicago Landmark). In 1893, Granger married Marvin Hughitt's daughter Belle Hughitt, and became Frost's brother-in-law. At the time, Granger was working in the offices of Jenney & Mundie, but in 1894 he moved to Ohio to open his own practice. Despite success, he returned to Chicago in 1898 and partnered with Frost under the firm name Frost and Granger.

Frost and Granger and the Hughitt family were very close. They built their family homes, including a third house for Hughitt's daughter Martha and her family, in the North Shore



Alfred Hoyt Granger (1867—1939)

Charles Sumner Frost (1856—1931)

Frost and Granger both studied at the Massachusetts Institute of Technology, and Granger received additional studies at the Ecole des Beaux-Arts. They formed their partnership in 1898.

suburb of Lake Forest in 1897. All three homes shared interconnected gardens. Frost and Granger also designed numerous other projects in Lake Forest ranging from municipal buildings and commercial structures to the Lake Forest Station for the C&NW in 1900 (691 N. Western Ave., extant). This station was one of the first designed by both Frost and Granger for the C&NW. Between 1900 and 1910, when the partnership was dissolved, the firm designed around eighty stations, depots, and other service buildings for the C&NW alone. The firm also designed stations, depots, terminals, and offices for the Chicago, Milwaukee and St. Paul Railway Company; the Rock Island Lines; and the Grand Trunk Railroad in Canada.

The monumental C&NW Terminal, which fronted on the north side of Madison Street west of the Chicago River's south branch, between Canal and Clinton streets, was designed by Frost and Granger and completed in 1911 shortly after the partnership dissolved. The grand headhouse is demolished, but the depot's powerhouse, located at 211 S. Clinton St., is still standing and is a designated Chicago landmark.

In addition to railroad buildings, Frost and Granger also designed many residential, commercial, and institutional buildings in Chicago. The five-story office and banking hall for the Northern Trust Company was completed in 1905 at 50 South La Salle Street, and St. Luke's Hospital School of Nursing building was constructed at 1435 S. Michigan Ave. in 1908. Despite designing several non-railroad related buildings, the majority of the firm's work was for railroads, particularly for the C&NW Railway while it was under Hughitt's leadership. Following Hughitt's retirement in 1910, Frost and Granger dissolved their firm.

Frost remained in Chicago and continued to design railroad buildings in the United States and Canada. He also designed the auditorium at the eastern end of Navy Pier on Chicago's lakefront in 1916 (a designated Chicago Landmark). Granger left Chicago in 1910 for Pennsylvania where he continued to design residential and institutional architecture until returning to Chicago in 1924. Granger served as chairman of the Chicago Tribune Tower design competition in 1922 and later authored several books, including a guide to Chicago and selected suburbs titled *Chicago Welcomes You* (1933).

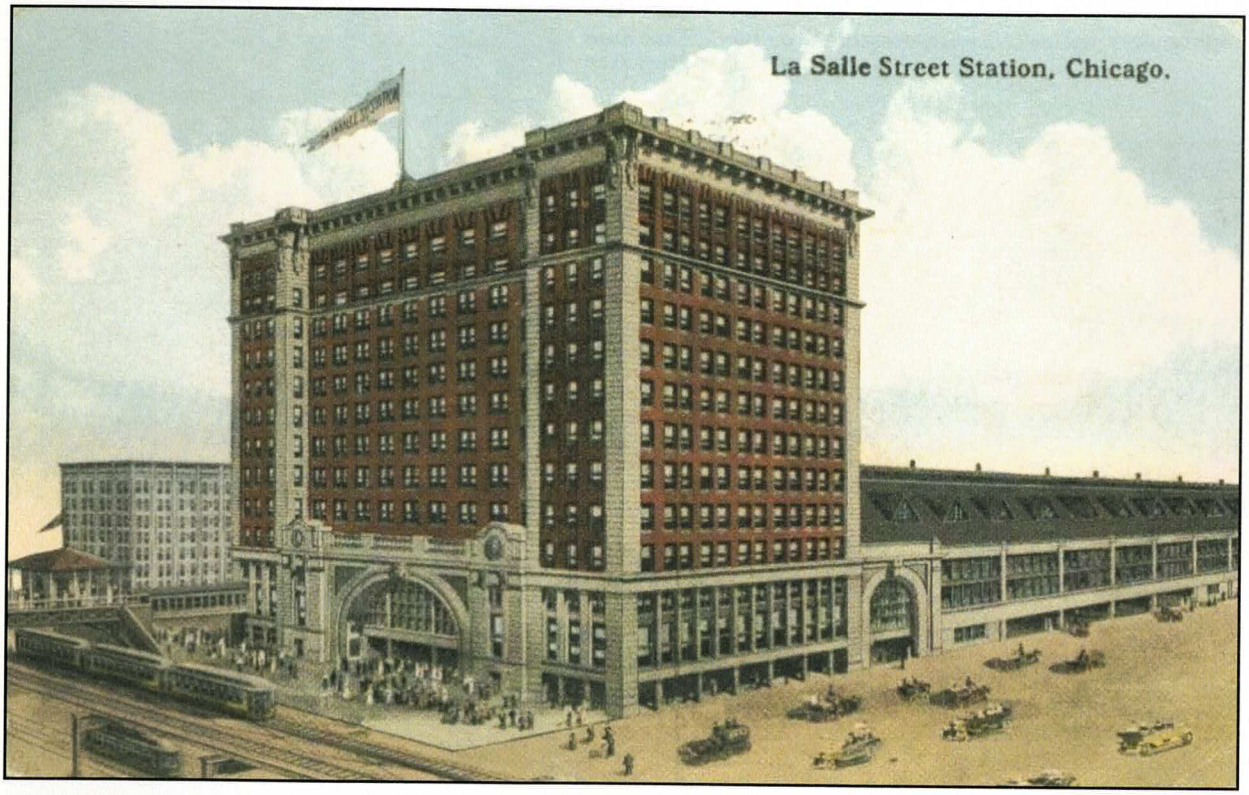
LATER HISTORY

In 1929, the C&NW Railway left the building at 226 West Jackson Boulevard while retaining ownership. The company moved its offices to the newly-completed Daily News Building (Riverside Plaza) at 400 West Madison Street, which was next door to the C&NW's main terminal station at Madison and Canal Streets. During the 1930s, 226 West Jackson remained largely unoccupied because of reduced demand for office space in the Loop. In 1939, the C&NW hired real estate agent Arthur Rubloff & Company to market the building for sale or for long-term lease.

During World War II, the United States federal government signed a lease with the C&NW to occupy the entire building with war department offices, which were relocated from the Civic Opera Building. Offices that relocated included a division of Central Administrative Services, the Office of Price Administration, the Office of War Information, and the War Production board. In preparation for new tenants, $300,000 was spent on building improvements that included washing the exterior, repairs to plumbing and elevators, and the complete modernization of a single tenant floor to showcase the building's potential. The remaining floors were remodeled beginning in September 1942 and the building was ready for occupancy within a few months.

The building was renamed the National War Agencies Building at this time. According to the *Chicago Daily Tribune*, the newly-opened war offices did not remain in their assigned locations inside the building, instead moving frequently within the building as needed. The moving was

C&NW president Marvin Hughitt hired Frost and Granger (who both married into the Hughitt family) to design many buildings for the railroad, including the 1905 C&NW Railway Office Building and the 1911 C&NW Terminal (*left*). Source: *Ryerson and Burnham Libraries, Art Institute of Chicago*



Other notable works by the firm in Chicago include the LaSalle Street Depot (*above*) built in 1903 (demolished) and the extant Northern Trust Company Building built in 1905 (*top right*).

accompanied by additional renovation work involving the removal and construction of partitions.

In 1950, the building was bought for $900,000 from the C&NW by industrialist Henry Crown, who was the chairman of the Material Service Corporation. A building permit was filed in 1954 for exterior work along the parapet, which likely resulted in the removal of the original cornice. In addition, the primary Jackson Boulevard and secondary Franklin Street entrances were modernized with new stone doorways.

During the 1970s, the building was partially leased to the Continental Illinois National Bank and Trust Company. In 1978, the Public Building Commission of Chicago gained ownership of the building and remodeled the interior for use by the City Colleges of Chicago as its headquarters. City Colleges later acquired the building and continuously occupied it through the 2010s. As part of remodeling, a new loading dock was cut into the west elevation, adjacent to the Franklin Street entrance.

The C&NW Office Building is color-coded "orange" in the *Chicago Historic Resources Survey* (CHRS), which preliminarily identifies it as significant to the downtown area. The building is also contributing to the West Loop – LaSalle Street National Register Historic District, listed in 2013.

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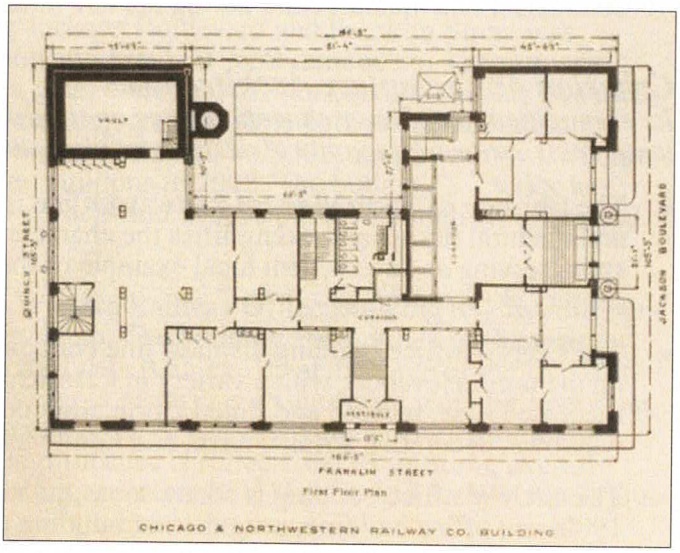
***Top*: The C&NW Railway Office Building in 1936 [left side of photo]. Looking east along Jackson.**

***Left*: The C&NW Railway Office Building in 1964 [right side of photo].**

Source: *IL Dept . of Transportation Collection, University of Illinois at Chicago*



***Above*: Original first floor plan of the building showing the main lobby, corridors, elevators, staircases, and rear vault in the northeast corner.**

Source: *Ryerson and Burnham Libraries, Art Institute of Chicago*

Criteria for Designation

According to the Municipal Code of Chicago (Sections 2-120-620 and -630), the Commission on Chicago Landmarks has the authority to make a preliminary recommendation of landmark designation for an area, district, place, building, structure, work of art or other object within the City of Chicago if the Commission determines it meets two or more of the stated "criteria for designation," as well as possesses a significant degree of historic integrity to convey its significance.

The following should be considered by the Commission on Chicago Landmarks in determining whether to recommend that the Chicago & North Western Railway Office Building be designated as a Chicago Landmark.

Criterion 1: Value as an Example of City, State, or National Heritage

Its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the heritage of the City of Chicago, the State of Illinois, or the United States.

- The Chicago & North Western Railway Office Building is significant as the best surviving building associated with the operation of C&NW's extensive rail network. The office building was essential to the successful operation of the company. It served as the location for C&NW's main operations and managerial offices.
- The C&NW Railway Office Building exemplifies the historic significance of the C&NW Railway, which is one of the oldest railroad companies in the history of Chicago, and grew to become the largest Midwestern railroad company headquartered in Chicago during the early twentieth century.
- As the railroad's office headquarters, the C&NW Office Building exemplifies the historic importance of the railroad industry to the history of Chicago and the prominent role it played in the development and economic vitality of Chicago as a center of transportation, commerce, and manufacture during the late nineteenth and early twentieth centuries.

Criterion 4: Exemplary Architecture

Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.

- The Chicago & North Western Railway Office Building exhibits a high quality of architectural design and exemplifies the characteristic features of the Classical Revival style, serving as an excellent local example of the style as applied to an early twentieth century skyscraper.
- The C&NW office building displays fine craftsmanship in granite, with brick and terra cotta on the north elevation, with a variety of Classical Revival style ornament such as a rusticated base, tapered and fluted Doric order columns, egg-and-dart motifs, pedimented windows, decorative string course, and keystones with triglyphs and guttae.
- The C&NW office building is a handsome and noteworthy example of a terra cotta-clad, 1900s-era office building, a significant building type in the history of Chicago's Loop.

Criterion 5: Significant Architect or Designer

Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Chicago, State of Illinois, or the United States.

- The Chicago & North Western Railway Office Building was designed by the important Chicago firm of Frost and Granger. The firm is significant to the history of Chicago's built environment and is particularly well-known for their design of railroad-related buildings, including the C&NW Terminal and the La Salle Street passenger station.
- Both as a partnership and individually, Charles Frost and Alfred Granger have established their importance in Chicago's architectural legacy through their designs of many noteworthy buildings in the city, including the Chicago Club, the University of Chicago's Kent Chemical Laboratory, the Northern Trust Bank Building, and St. Luke's Hospital among many others.
- Frost, working either alone or with Granger, was a noteworthy designer of railroad stations, designing over 80 railroad stations throughout the Midwest, including the LaSalle Street Station in Chicago (demolished) and many for the Chicago & North Western Railway.

Integrity Criteria

The integrity of the proposed landmark must be preserved in light of its location, design, setting, materials, workmanship and ability to express its historic community, architecture or aesthetic interest or value.

The Chicago & North Western Railway Office Building retains a high degree of exterior architectural integrity. It retains integrity of location, overall form and footprint, symmetry of design, and historic arrangement of entrances and fenestration patterns.

Exterior alterations are primarily limited to remodeling projects completed in the 1950s. During this decade, the cornice of the building along Jackson Boulevard and Franklin Street was removed, and the historic entrances on Jackson and Franklin were remodeled. The primary Jackson entrance was again remodeled with a glass window wall storefront in the late twentieth century, but continues to retain its character-defining granite Doric columns. Other minor alterations include the opening of a service entrance on Franklin Street and the removal of cast-iron modillions from the second-floor window mullions in 2012. The building's interior has received many updates over the years as new owners and tenants put their stamp on office and common spaces.

Despite these changes, the Chicago & North Western Railway Office Building retains sufficient historic integrity for Chicago Landmark designation. The building exemplifies the historic importance of the Chicago & North Western Railway, is an excellent example of the Classical Revival style of architecture, important to Chicago's history, is a significant work by important architects Frost and Granger, and exhibits excellent use of early twentieth century building materials and craftsmanship. The building's significance is reflected in its location, overall design, setting, materials, workmanship and ability to express its historic and architectural value to the City of Chicago.

Significant Historical and Architectural Features

Whenever an area, district, place, building, structure, work of art or other object is under consideration for landmark designation, the Commission on Chicago Landmarks is required to identify the "significant historical and architectural features" of the property. This is done to enable the owners and the public to understand which elements are considered most important

to preserve the historical and architectural character of the proposed landmark.

Based upon its preliminary evaluation of the Chicago & North Western Railway Office Building, the Commission staff recommends that the significant features be identified as:

- All exterior elevations, including rooflines, of the building.

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The Commission on Chicago Landmarks, whose nine members are appointed by the Mayor and City Council, was established in 1968 by city ordinance. The Commission is responsible for recommending to the City Council that individual building, sites, objects, or entire districts be designated as Chicago Landmarks, which protects them by law. The Commission is staffed by the Chicago Department of Planning and Development, Bureau of Planning, Historic Preservation and Sustainability, City Hall, 121 North LaSalle Street, Room 1006, Chicago, IL 60602; (312-744-3200) phone; web site: www.cityofchicago.org/landmarks

This Preliminary Summary of Information is subject to possible revision and amendment during the designation process. Only language contained within the final landmark designation ordinance as approved by City Council should be regarded as final.